

**Flint Hills Area Transportation Agency, Inc.**

# **ANNUAL REPORT**

**For the Year Ending June 30, 2013**



**FY 2013**

# ANNUAL REPORT

For the Year Ending June 30, 2013

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# Letter from the Executive Director

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**D**uring FY2013, we saw the long awaited construction of our regional transit facility get underway and by the end of the fiscal year we began moving in to the new building. This transition in many ways marks the coming of age for this company and for public transportation in tri-county area; and while it has been many years in the making, in many ways our journey is just beginning.

Since 2007, the agency has seen truly significant growth in ridership and services; in 2007 total ridership for the year was 21,512 rides, with service limited to the Manhattan-Riley County area. At the end of FY2013, total ridership was 246,097 rides with services in Manhattan-Riley County, western Pottawatomie County, Junction City-Geary County, and Fort Riley, with both demand response services regionally and fixed routes operating in the City of Manhattan.

As services have expanded we recognize the need to find innovative technologies that will aid the company in increasing efficiency of services provided. The new facility provides numerous innovations that will aid the company in accomplishing this goal, from the state of the art IT infrastructure, to the “green” energy systems that were incorporated into the design and construction of the building.

FY2013 marks the first complete year of operations for Manhattan citywide fixed routes, we exceeded ridership projections and remained under budget. The agency also began installing bus stop signs throughout the City; this is an important passenger amenity that improves accessibility to the service.

We also began working with the Office of Continuing Education at Kansas State University. Kansas State University serves as the lead institution for Ecuador’s “Go Teacher” scholarship program. KSU offers Ecuadorian teaching scholars quality English language development and pedagogical strategies in Teaching English as a Second Language. These students utilize Manhattan city wide fixed routes during the time that they are studying at KSU.

Regionally, ridership continued to grow, in all three of our regional service areas, namely, Junction City-Geary County, the “Inter-City” Shuttle, that travels to and from Manhattan, Fort Riley and Junction City, and western Pottawatomie County including the town of St. George.

In FY 2013, the agency for the first time became a United Way funded agency, we view this partnership as an important one, it helps to create greater connectivity with many of the social service agencies that we work with on a regular basis.

We have positioned ourselves to respond to a changing marketplace, diverse customer base, and regional economy to meet emerging transit needs, embrace change and deliver choices that makes aTa Bus one of the fastest growing public transit services in the state of Kansas.

Sincerely,



Anne Smith  
Executive Director

# ABOUT THE AGENCY

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Flint Hills Area Transportation Agency (FHATA) has been providing safe, reliable, and affordable public transportation since 1976. The Agency was founded in 1976 by a group of county residents concerned about the lack of transportation. FHATA is private, non-profit corporation led by a 15 member volunteer Board of Directors. Daily operations are handled by the Executive Director, who is assisted by an Operations manager, a dispatch team and a team of carefully trained drivers. The service area includes all of the City of Manhattan and Riley County, as well as the Green Valley and St. George areas of Pottawatomie County, Fort Riley and Geary County including Junction City, Grandview Plaza, and Milford. Service is available to the general public. The Agency is committed to offering courteous, safe, and reliable service for all of our riders, without regard to race, gender, age or disability.

## THE MISSION STATEMENT THAT DEFINES US

The mission of the Flint Hills Area Transportation Agency is to deliver the highest quality of public transportation service to the Flint Hills region.

## GOALS

We will strive to increase our ridership in response to the continued growth of the area; to aid in and contribute to a growing regional economy and improve the quality of life for the community.

To provide dynamic organizational leadership and change consistent with the growth of the Transit Agency.

To continue to provide leadership in the development of regional transit services.

To continue seeking new opportunities for long term funding of our transit program; in addition, greater outreach to non-traditional sources of transit funding in order to reduce the dependence of the program on funding from local government and to create an overall funding equation which is dynamic and sustainable.

## BOARD OF DIRECTORS

Lorene Oppy, President  
Jayme Morris-Hardeman, Treasurer  
Bonnie Devore  
Dick Hayter  
Gayle Spencer  
Dustin Trego  
Gary Stith

Debbie Saroff, Vice-President  
Terry Umscheid McAfee, Secretary  
Martin Dornberger  
Brenda Jordan  
Bonnie Sutton  
Florence Whitebread  
Bruce Snead

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## AT A GLANCE

### Fleet:

The Agency's fleet consists of vehicles equipped with wheelchair accessible, bike racks, and security cameras.

Directly Operated Fixed-Route Buses	6
Demand Response Service Vehicles (Manhattan-Riley County)	7
Demand Response Service Vehicles (Regional)	3

### Base Fares

General Demand Response Services (within City Limits)	\$ 2.00
General Demand Response Services (outside City Limits)	\$ 4.00
General Demand Response Service Pass (12 punches)	\$24.00
Fixed Route Per Ride Fee (adult)	\$ 1.00
Fixed Route Per Ride Fee (youth 6-18)	\$ .50
Fixed Route Monthly Pass (Unlimited)	\$30.00

### Bus Routes

Fixed Routes (City-wide school -in)	4
Fixed Routes (City-wide school-out)	2
Fixed Routes (Jardine)	2
Fixed Routes (SafeRide)	3

### Bus Service Hours

Fixed Routes	
Monday – Friday	7:00am – 6:00pm
Saturdays	8:00am – 7:00pm
Jardine Shuttle	
Monday-Friday	7:00am-9:00pm
Saturdays	7:00am-9:30am/11:00am-1:30pm
Sundays	11:00am-1:30pm
SafeRide	
Thursday – Saturday	11:00pm – 3:00am
Demand Response	
Monday – Friday	7:00am – 5:00pm

### Employees

Executive Director: Anne Smith  
Administrative Assistant: Charlyn Clauson  
Operations Manager: Joye Back- Smith  
Dispatch Operations Supervisor: Kevin Riley  
Maintenance Coordinator: Ken Smith  
Total Dispatchers: 5  
Total Drivers: 29

# END OF YEAR HIGHLIGHTS

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## Fixed Route Services

FHATA began their first fixed-route service in January 2012 with the implementation of Route One Jardine on the Kansas State University (KSU) campus. This route runs two busses and assists in getting to and from the resident halls, as well as Jardine apartments, to dining halls as well as navigating the campus in order to meet their class schedules. In late April of 2012 the start of the City-Wide fixed route services was incorporated and connected the Jardine routes to both the Westside and Eastside of Manhattan. The city-wide route runs two schedules based upon Kansas State University's school in and school out sessions. During the "school in" sessions, which include August – May, there are four buses (in addition to the campus buses) running two routes, and "school out" during the summer months there are two buses. FHATA also operates SafeRide services during the university school year. The services are funded by the students of KSU and provide fixed route services to anyone in the community, operating Thursday – Saturday nights during the University school year. This service gives students and other individuals a safe choice to travel during the evening hours after potentially becoming impaired by alcohol. Students with a valid student ID ride for free while others can ride for the low cost fair of \$2.00

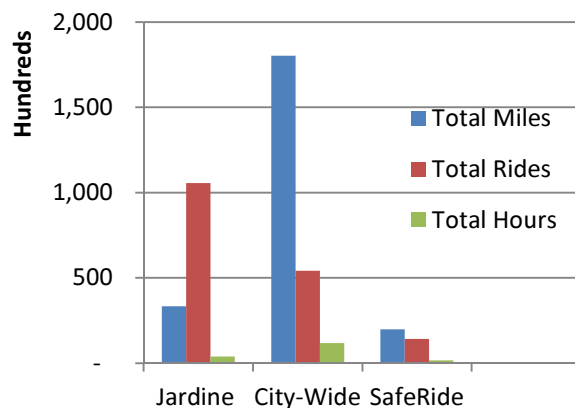


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For the Year Ending June 30, 2013

The following table represents the number of rides, total miles driven and ridership income for these fixed route services for the fiscal year July 1, 2012 – June 30, 2013. Operating costs are the direct costs associated with running the program, and do not include depreciation or cost of administration. The number of rides from January 1, 2013 to June 30, 2013 have increased approximately 27,000 or 37% from the previous six month period. Since the inception of the fixed route services there has been a steady increase in ridership each month.

Service	Total Mileage	Total Rides	Total Operating Hours	Total Operating Costs (Excludes Depreciation)	Average Cost per mile	Average Cost per Ride	Average Cost per Hour
Jardine	33,382	105,535	3,890	\$ 89,618	\$2.68	\$0.85	\$23.04
City-Wide	180,172	54,118	11,837	\$355,560	\$1.97	\$6.57	\$30.04
Safe Ride	19,842	14,271	1,585	\$59,345	\$2.99	\$4.16	\$37.44
<b>Total</b>	<b>233,396</b>	<b>173,924</b>	<b>17,312</b>	<b>\$504,523</b>	<b>\$2.16</b>	<b>\$2.90</b>	<b>\$29.14</b>



## Regional Demand Response Services

In 2011 FHATA began a pilot program in partnership with Kansas Department of Transportation to add additional regional demand response services, these buses ran outside of the normal City of Manhattan-Riley County demand response services. The services were expanded into portions of western Pottawatomie County, Geary County (Junction City), and Fort Riley. The pilot program ran between February of 2011 thru April of 2012, at which time the pilot ended and FHATA partnered with Geary County, Pottawatomie County and Riley County to continue the regional services as part of their regular 5311 demand response services.

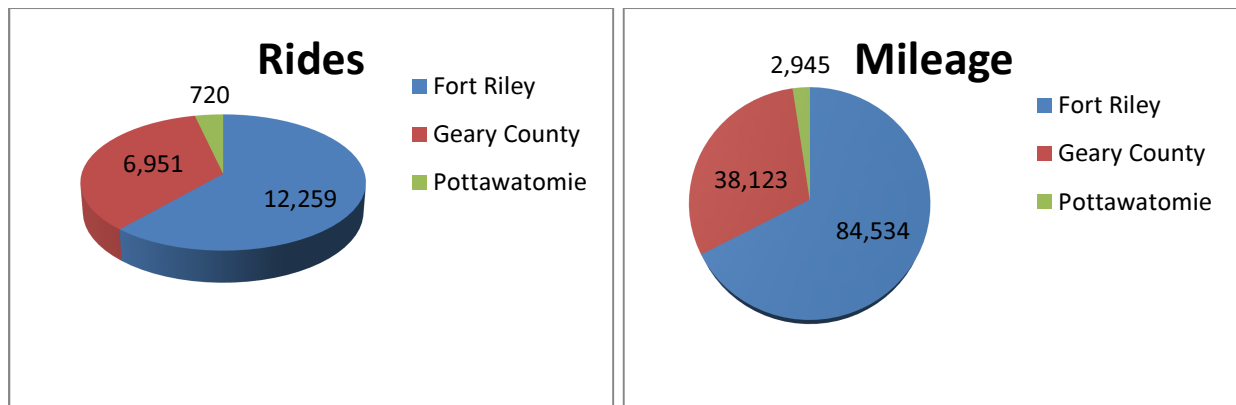


## ANNUAL REPORT

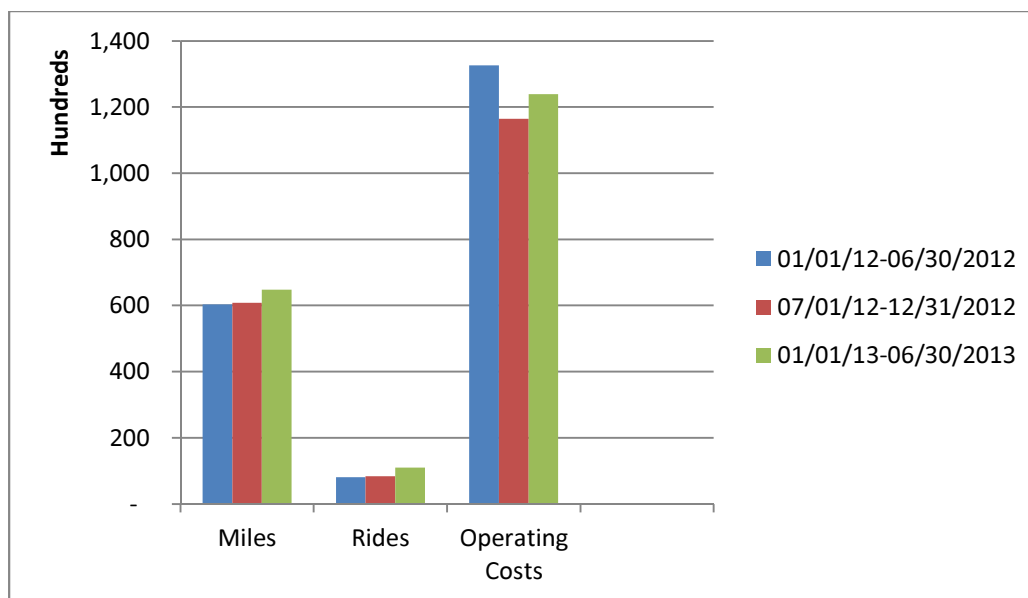
For the Year Ending June 30, 2013

The following table represents the number of rides, total miles driven and ridership income for the regional demand services for July 1, 2012 – June 30, 2013. Operating costs are the direct costs associated with running the program, and do not include depreciation or cost of administration.

Service	Total Mileage	Total Rides	Total Ridership Income	Total Operating Costs (Excludes Depreciation)	Average Cost per mile	Average Cost per Ride	Average Revenue per Ride
Total Regional	125,602	19,930	\$39,970	\$241,967	\$1.93	\$12.14	\$2.01



The following chart is comparative data for each of the last three six month periods between January 1, 2012 and June 30, 2013:





## ANNUAL REPORT

For the Year Ending June 30, 2013

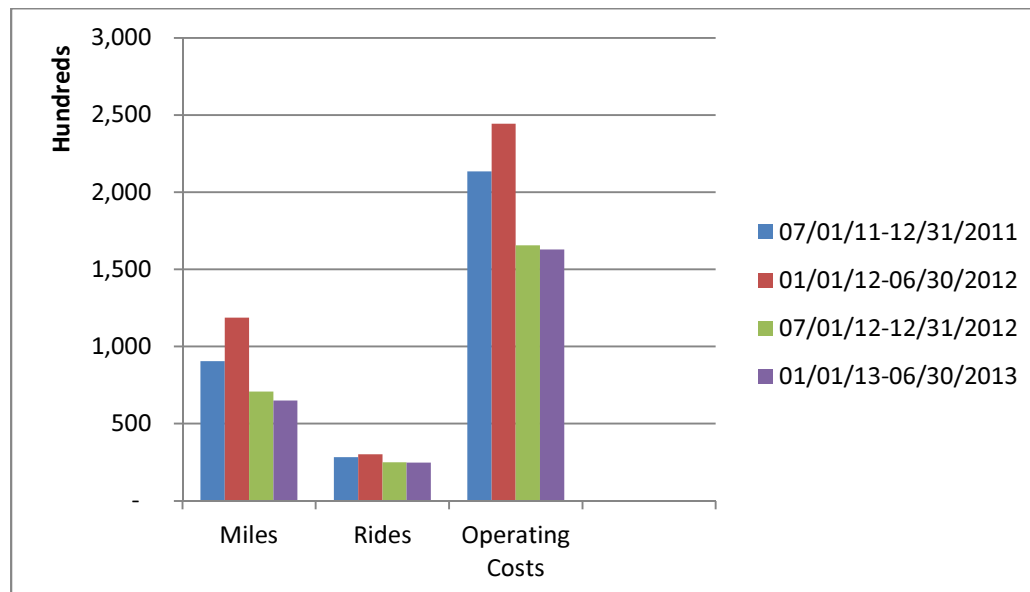
### Demand Response Services – City of Manhattan/Riley County

Since the agencies' inception it has provided demand response public transportation for the City of Manhattan and Riley County. All services are funded annually through federal and state grants under 49 USCA §5311, as well as partnerships with local agencies including City of Manhattan, Riley County, Pottawatomie County, Geary County, and Kansas State University, as well as local school districts USD 383 and USD 475. Since the implementation of the fixed route services, FHATA provide complimentary para-transit services for riders with mobility impairments. In addition they will continue to offer demand response public transportation services to those persons within the City but outside of the fixed route service area.

The following table represents the number of rides, total miles driven and ridership income for the demand response services for City of Manhattan/Riley County for July 1, 2012 – June 30, 2013. Operating costs are the direct costs associated with running the program, and do not include depreciation or cost of administration.

Service	Total Mileage	Total Rides	Total Ridership Income	Total Operating Costs (Excludes Depreciation)	Average Cost per mile	Average Cost per Ride	Average Revenue per Ride
Demand Response	156,447	52,243	\$59,800	\$326,584	\$2.09	\$6.25	\$1.14

The following chart is comparative data for each of the last four six month periods between January 1, 2012 and June 30, 2013:



# ANNUAL REPORT

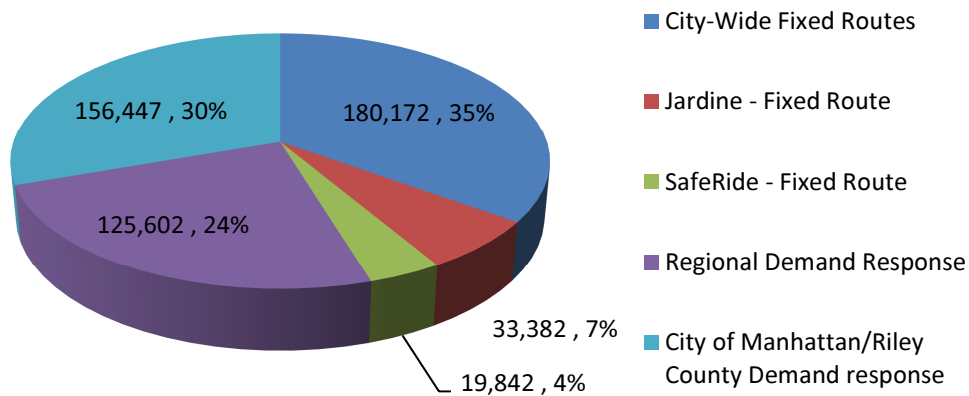
For the Year Ending June 30, 2013

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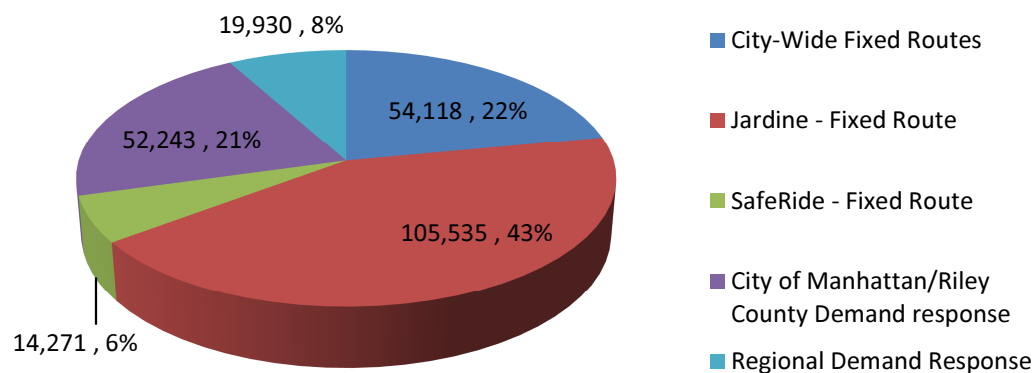
## Total Services

For the year ended June 30, 2013 the Agency had a total number of rides of 246,097 and had driven more than 515,000 miles. The Agency's overall operating cost per mile was \$2.08 and the average cost per ride was \$4.36.

## Total Mileage



## Total Rides



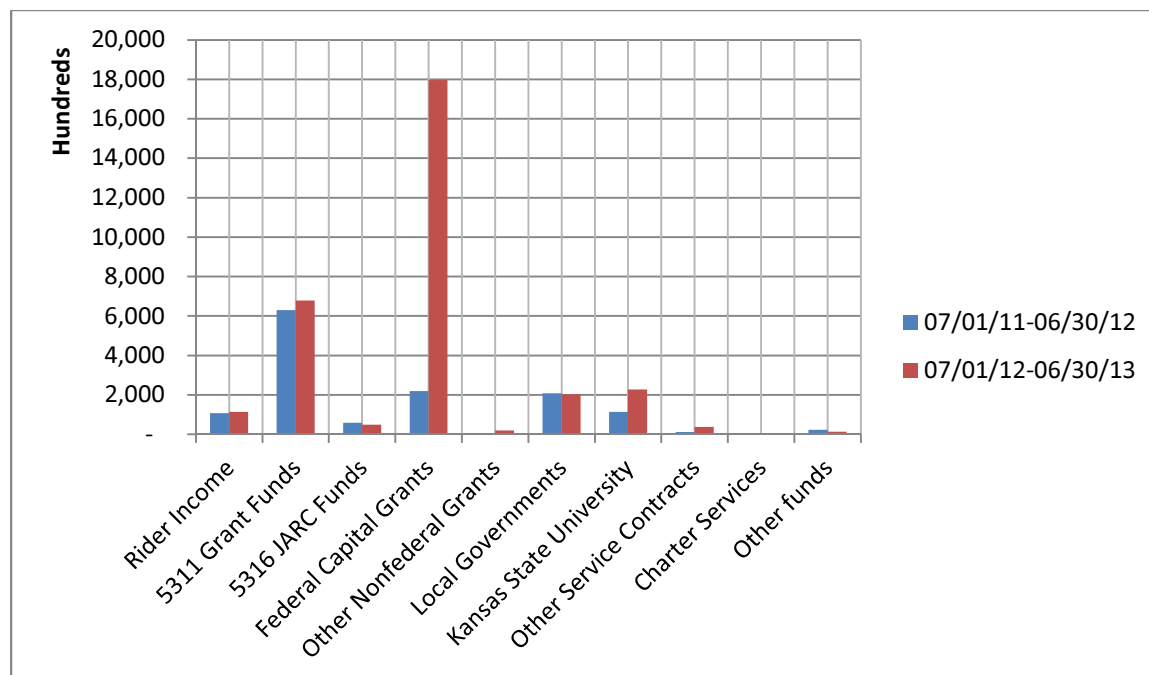
# ANNUAL REPORT

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## Funding Sources

FHATA was successful in the year ended June 30, 2013 in obtaining two new sources of funding through the award of grant funds from the United Way of Riley County and the Caroline Peine Foundation. In addition they were able to obtain additional funding through the use of service contracts with Kansas State University Continuing Education as well as increased services for Jardine services on weekends. For the year ended June 30, 2013, the Agency received approximately 9% of their overall funding from various departments of Kansas State University. Generally each year this number is a greater percentage, however because of the federal grant for the transit facility (discussed below) the percentage is less. Excluding the federal grant received for the transit facility, Kansas State University makes up approximately 42% of the Agency's total funding. The University continues to be a strong partner for the Agency in furthering our mission for public transportation in the City of Manhattan.

The following chart shows the funding sources for the fiscal year ending June 30, 2013 compared to the twelve month period ending June 30, 2012.



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For the Year Ending June 30, 2013

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## Regional Transit Facility

On May 28, 2012, FHATA entered into an agreement with KDOT to receive capital assistance funds for a building project. The project is intended to be funded 100% through Federal Transit Administration (FTA) grant funds in accordance with the Recovery Act in the amount of \$2,000,000, with no matching requirement to use local funds. The funds will be used to construct a new building, as well as purchase furniture and equipment to be used by the Agency for operations and general maintenance of the vehicles. In December of 2012 the construction contract was awarded and construction will began in January of 2013. FHATA staff moved into the completed building in July 2013.



Summer 2012



POURING THE SLAB AND FOOTINGS

# ANNUAL REPORT

For the Year Ending June 30, 2013

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**STEEL GOING UP**



**BUILDING THE SAFEROOM**



**TAKING SHAPE**

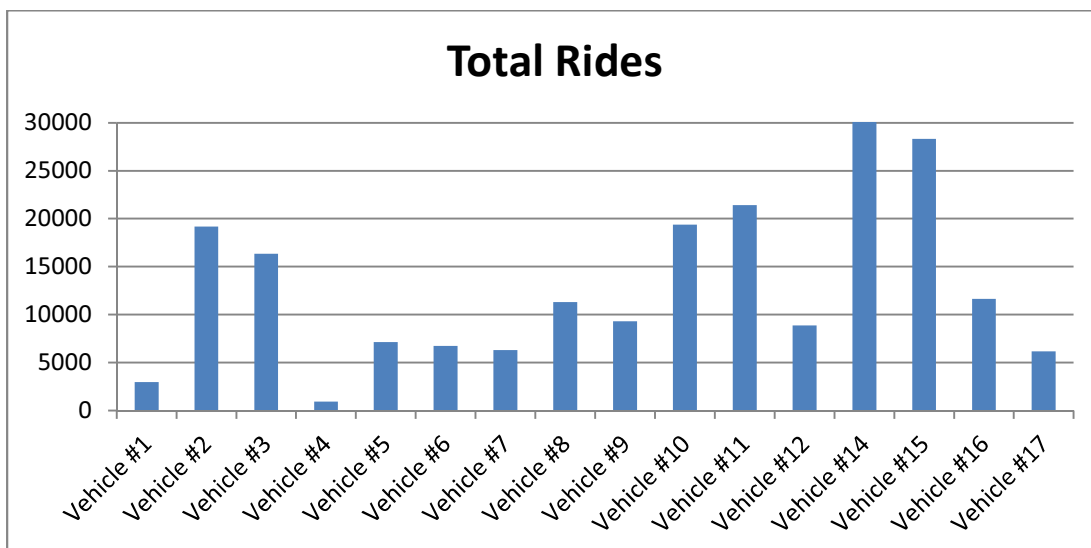
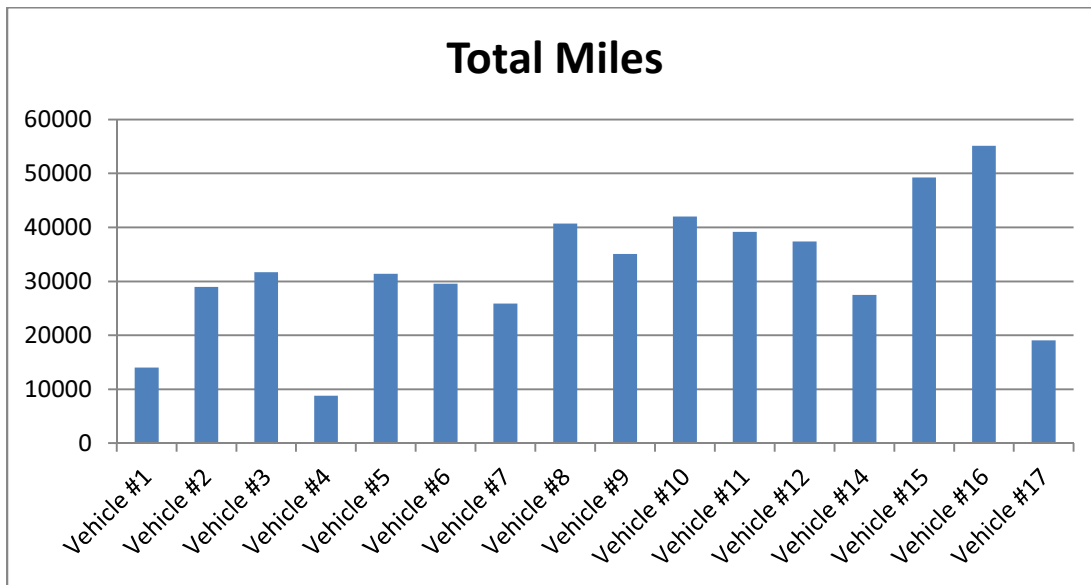


**DIGGING THE GEOTHERMAL WELLS**

# ANNUAL REPORT

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## Vehicle Statistics





# ANNUAL REPORT

For the Year Ending June 30, 2013

## How Does the Agency Compare:

We compared FHATA to other transportation agencies in the United States and within the Agency's FTA region and within the state of Kansas, using data from the 2012 Rural Transit Fact Book (RTFB) sponsored by the Federal Transit Administration (FTA), United States Department of Transportation and conducted by the Small Urban & Rural Transit Center within the Upper Great Plains Transportation Institute at North Dakota State University. The RTFB uses FTA generated statistics for the years 2007 - 2010. We have included only the 2010 data in our analysis below.

**OPERATING STATISTICS:** The information provided is from the 2012 Rural Transit Fact Book and relates to the year of 2010. Per the RFTB in 2010 annual riders for rural transit systems increased 4%, with the greatest increase in fixed-route services (+7%) compared to a decrease in demand response services of (-2%). The Agency's annual ridership increased overall 169% due to the having a complete year of fixed-route services, as well as increase in the regional services provided. Demand response is expected to decrease slightly as the fixed-route services begin to take the place of some demand response services within the City of Manhattan.

	FHATA FY 2013	FHATA FY 2012	% Change	RTFB Nationwide	RFTB Ranking*
	Thousands			Thousands	% Ranking
Annual Ridership					
Fixed-route	173.9	21.8	698%	76,100	75 <sup>th</sup> Percentile
Demand-response	52.8	54.5	-3%	43,200	75 <sup>th</sup> Percentile
Regional	19.9	15.2	31%		
Total	246.6	91.5	170%	119,300	
Annual Vehicle Miles					
Fixed-route	233.4	52.3	346%	133,800	50 <sup>th</sup> Percentile
Demand-response	156.4	190.3	-18%	389,300	50 <sup>th</sup> Percentile
Regional	126.0	125.6	<1%		
Total	515.8	368.2	40%	523,100	
Annual Vehicle Hours					
Fixed-Route	17.3	2.7	540%	7,400	50 <sup>th</sup> Percentile
Demand-Response	9.7	12.8	-24%	23,900	50 <sup>th</sup> Percentile
Regional	6.4	5.9	8%		
Total	33.4	21.4	56%	31,300	

\*Per the RFTP for systems providing fixed route service, the median fixed-route miles was 173,589, the median fixed-route hours of service was 10,556, and the median number of rides provided was 50,118. For demand response operations, the medium values were 132,722 miles, 9,163 hours, and 18,559 rides. The percentile ranking above represents where FHATA fits within the median according to the RFTP for the year of 2010. The NTD does not separate demand-response between regional and local, for FHATA the two have been added together in determining the percentile ranking.



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*National Rural Transit Performance Measures:* the Rural NTD uses two calculations to measure service effectiveness (trips per mile and trips per hour), one measure of efficiency (cost per mile), and one measure of cost effectiveness (cost per trip).

1. Measure of Service Effectiveness: The number of trips per mile increased overall 92% for the Agency between Fiscal year 2013 and 2012, in addition the number of trips per hour increased 72% with the largest increases in fixed routes due to having the full year of fixed-route services in FY2013 as well as addition to the bus signs and bus stops helping to educate the citizens about the services provided. In addition with the technology the Agency uses they are better able to schedule rides more efficiently.

	FHATA FY 2013	FHATA FY 2012	% Change	RTFB Nationwide (2010)	RTFB Statewide (KS, 2010)
<b>Trips Per Mile</b>					
Fixed-route	.75	.42	79%	.56	.34
Demand-response	.33	.29	14%	.17	.25
Regional	.16	.12	33%		
Total	.48	.25	92%	.22	.26
<b>Trips per Hour</b>					
Fixed-route	10.0	8.1	23%	7.8	5.5
Demand-response	5.4	4.3	26%	2.6	4.2
Regional	3.1	2.6	19%		
Total	7.4	4.3	72%	3.8	4.3

2. Measure of Service Efficiency: The Agency's overall cost per mile has decreased 16% between fiscal years 2013 and 2012, this is due to new vehicles purchased in 2012 and 2013, as well as fuel prices began to decline, as well as the Agency's ability to continue to use technology to utilize the vehicles in an efficient manner.

	FHATA FY 2013	FHATA FY 2012	% Change	RTFB Nationwide (2010)	RTFB Statewide (KS, 2010)**
<b>Operating Cost Per Mile</b>					
Fixed-route	\$2.16	\$2.74	-21%	\$2.93	
Demand-response	\$2.08	\$2.07	<1%	\$2.02	
Regional	\$1.93	\$2.05	-6%		
Total	\$2.08	\$2.49	-16%	\$2.32	\$1.69

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For the Year Ending June 30, 2013

3. Measure of Cost Effectiveness: The Agency's cost per trip has decreased for all services, which is likely due to the increased ridership, new vehicles, and decrease in average fuel prices. Again the Agency continues to find efficient ways to utilize the vehicles they have in a way to carry as many riders at any given time to decrease time the vehicles that are operating without riders.

	FHATA FY 2013	FHATA FY 2012	% Change	RTFB Nationwide (2010)	RTFB Statewide (KS, 2010)**
Operating Cost Per Trip					
Fixed-route	\$2.90	\$6.59	-56%	\$6.80	
Demand-response	\$6.25	\$7.21	-13%	\$16.83	
Regional	\$12.14	\$16.99	-29%		
Total	\$4.36	\$8.69	-50%	\$10.54	\$6.47
Farebox Recovery Ratio					
City-Wide Fixed-route*	4%	6%	-33%	8%	
Demand-response	18%	19%	-5%	7%	13%
Regional	17%	12%	-42%	7%	

\*City-Wide Fixed-Route services collect fares, however SafeRide and Jardine fixed route services are provided under service contract with Kansas State University and fares are not collected from riders.

\*\*State-wide statistics are provided as an average for all services.

FHATA is in the FTA Region #7 which includes Kansas, Nebraska, Iowa and Missouri. In 2010 the region had 6 fixed-route providers (FHATA began in 2012); 201 demand-response providers and 1 van pool, all of which serviced approximately 91% of the region's counties. Annual ridership in Region #7 was .2 million in fixed-routes and 9.8 million riders using demand-response services. Region #7 was the 2<sup>nd</sup> highest of the regions in 2010 (out of 10 regions) in demand-response ridership, likely due to the majority of areas serviced are rural. For the region the average operating expense per trip was \$8.41; operating expense per mile was \$1.82 and farebox recovery ratio was 9%.

# Looking Forward

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## Bus Stops

FHATA obtained additional ARRA funding through the Federal Transit Administration to purchase bus stop signs and other passenger amenities. FHATA has purchased the bus signs and stops and has worked with the City of Manhattan on a Right Away Agreement as well as working with the City on placement of the signs and stops. The signs were in place for the start of the 2013/2014 school year.

## Regional Transit Provider

FHATA has been identified by the Kansas Department of Transportation as the lead agency in the Flint Hills regional transit system. The project began as a pilot program and has continued into a new service for the Agency. FHATA will continue to find new and innovative ways to expand their services into the surrounding region, while finding new means to meet local match outside of the traditional funding from local municipalities. Currently the Agency is (1) looking into the potential for increased services for Pottawatomie County along the Highway 24 Corridor; (2) has begun working with Washington County and Marshall County to provide regional dispatching services for other transit providers; (3) the Agency is increasing the implementation and use of service contracts as a new way to increase the number of funding partners locally; and (4) FHATA has an RTAP certified driver trainer and has begun to provide RTAP driver training services to regional transit providers

## Flint Hills Metropolitan Planning Organization (FHMPO)

In April 2012, the City of Manhattan was notified that it had been classified as an Urbanized Area (US) by the US Census Bureau in the 2010 census. The region was required to create a Metropolitan Planning Organization (MPO) to serve as a forum for cooperative transportation decision-making in metropolitan areas. The MPO is responsible for carrying out the metropolitan transportation planning process. In September the City approved the Metropolitan Planning Area boundaries to include portions of Pottawatomie County, Riley County, Geary County, including the Cities of Manhattan, Ogden, Riley, and Junction City, and Fort Riley. In February 2013, the Kansas Department of Transportation officially designated the Flint Hills Metropolitan Planning Organization (FHMPO) as the MPO Policy Board. The FHMPO is governed by a policy board made up of local elected officials from the jurisdictions in the metropolitan area and a representative from the KDOT. The Policy Board is supported by a Technical Advisory Committee (TAC) consisting of staff level representatives from various local, state, and federal agencies. The FHMPO Policy Board has designated the Flint Hills Regional Council (FHRC) to be the fiscal agent and provide the staff support to the Policy Board and TAC. FHATA management attends FHMPO policy board meetings and will be a member of the Technical Advisory Committee (TAC).

In August of 2013 the Policy Board approved the 2014-2017 Transportation Improvement Program which is a short-range program to identify transportation projects to be implement in the FHMPO region over the next four years.

# FINANCIAL REPORTS

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The following pages include summarized unaudited financial data for the 12-month period ending June 30, 2013:

Statement of Financial Position

Statement of Activities

Schedules of Activities by Functional Classification:

All Services

Demand Response – Manhattan/Riley County – Budget to Actual

Demand Response – Regional – Budget to Actual

Fixed Routes – Budget to Actual

Building Project

*Note: The Agency has a separate independent audit performed annually which is available upon request.*

**Flint Hills Area Transportation Agency, Inc.**  
**Statement of Financial Position**  
**As of June 30, 2013**

**ASSETS**

Current Assets	
Cash and cash equivalents	\$ 221,379
Current receivables	
Accounts receivable	46,111
Grant receivable	817,292
Sales tax refund receivable	21,605
Inventory	<u>7,542</u>
Total Current Assets	<u>1,113,929</u>
Net Property & Equipment	<u>2,373,712</u>
TOTAL ASSETS	<u><u>\$ 3,487,641</u></u>

**LIABILITIES AND NET ASSETS**

**LIABILITIES**

Current Liabilities	
Accounts payable	\$ 604,377
Due to contractor (retainage)	74,732
Payroll liabilities	814
Line of credit	<u>49,930</u>
Total Current Liabilities	<u>729,853</u>
Long Term Liabilities	
Due to City of Manhattan	50,000
Due to Riley County	<u>50,000</u>
Total Long Term Liabilities	<u>100,000</u>
TOTAL LIABILITIES	829,853

**NET ASSETS**

Temporarily restricted	2,255,495
Unrestricted	
Unrestricted	316,001
Board restricted	<u>86,292</u>
Total Unrestricted	<u>402,293</u>
TOTAL NET ASSETS	<u>2,657,788</u>
TOTAL LIABILITIES AND NET ASSETS	<u><u>\$ 3,487,641</u></u>

**Flint Hills Area Transportation Agency, Inc.**  
**Statement of Activities**  
**For the Year Ending June 30, 2013**

	<b>Unrestricted</b>	<b>Temporarily Restricted</b>	<b>Total</b>
<b>REVENUES, GAINS &amp; OTHER SUPPORT</b>			
Rider Income	\$ 114,157		\$ 114,157
Grants	749,187	1,795,879	2,545,066
Service Contracts	518,231		518,231
Charter services	7,417		7,417
Other Income	13,701		13,701
Net Assets Released from Restriction	148,428	(148,428)	-
<b>TOTAL REVENUES, GAINS &amp; OTHER SUPPORT</b>	<b>1,551,121</b>	<b>1,647,451</b>	<b>3,198,572</b>
<b>EXPENSES</b>			
Program Expenses			
Manhattan / Riley County Demand Response	402,046		402,046
Regional Demand Response	282,345		282,345
Fixed Route	552,058		552,058
Other program expenses	73,055		73,055
Building project	13,814		13,814
Total Program Services	1,323,318	-	1,323,318
Support Services			
General Administration	109,915		109,915
Depreciation expense	2,255		2,255
Total Support Services	112,170	-	112,170
<b>TOTAL EXPENSES</b>	<b>1,435,488</b>	<b>-</b>	<b>1,435,488</b>
<b>CHANGE IN NET ASSETS</b>	<b>115,633</b>	<b>1,647,451</b>	<b>1,763,084</b>
Beginning Net Assets, July 1, 2012	286,660	608,044	894,704
<b>ENDING NET ASSETS, December 31, 2012</b>	<b>\$ 402,293</b>	<b>\$ 2,255,495</b>	<b>\$ 2,657,788</b>

**Flint Hills Area Transportation Agency, Inc.**  
**Schedule of Activities by Functional Classification:**  
**ALL SERVICES**  
**For the Year Ending June 30, 2013**

	Manhattan-Riley County Demand Response	Regional Demand Response	Fixed Routes	Other (JARC/Charter Services/Reserve)	Building Project	Total Regional Demand Service
REVENUES, GAINS & OTHER SUPPORT						
Rider Income	\$ 59,802	\$ 39,969	\$ 14,386	\$ -	\$ -	\$ 114,157
Grants	263,065	138,717	332,654	53,395	1,757,235	2,545,066
Service Contracts	154,748	76,471	287,012			518,231
Charter Services	-			7,417		7,417
Other Income	3,762	3,146	6,321	161	311	13,701
TOTAL REVENUES GAINS & OTHER SUPPORT	481,377	258,303	640,373	60,973	1,757,546	3,198,572
EXPENSES						
Wages and salaries	218,896	145,642	333,178	70,519		768,235
Telephone expense	1,060	686	1,230			2,976
Office expense	4,722	4,015	6,463		120,454	135,654
Advertising	6,174	6,659	9,529		1,327	23,689
Bus expenses	107,799	96,198	173,624			377,621
Insurance	11,590	8,296	14,737		2,083	36,706
Travel and meal expenses	615	1,036	440			2,091
Financial expenses	874	608	1,069			2,551
Taxes and government fees	1,273	670	833			2,776
Professional fees	7,670	5,018	8,287		43,504	64,479
Driver related fees	626	121	37			784
Membership fees	158	150	484			792
TMHC expense	1,404	68	962			2,434
Miscellaneous exp	34	-	54			88
Capital outlay					1,663,286	1,663,286
Depreciation	76,138	40,942	48,550	2,536		168,166
Less Capitalized for construction in progress					(1,816,840)	(1,816,840)
TOTAL EXPENSES	439,033	310,109	599,477	73,055	13,814	1,435,488
CHANGE IN NET ASSETS	\$ 42,344	\$ (51,806)	\$ 40,896	\$ (12,082)	\$ 1,743,732	\$ 1,763,084



**Flint Hills Area Transportation Agency, Inc.**  
**Schedule of Activities by Functional Classification (Budget to Actual):**  
**Demand Response - Manhattan/Riley County**  
**For the Year Ending June 30, 2013**

	Administration	Operations	Total Manhattan- Riley County Demand Response	Budget	Favorable (Unfavorable) Variance
<b>REVENUES, GAINS &amp; OTHER SUPPORT</b>					
Rider Income	\$ -	\$ 59,802	\$ 59,802	\$ 69,000	\$ (9,198)
Grants					
Federal 5311 grant		159,776	159,776	161,785	(2,009)
Federal project administration	16,687		16,687	16,178	509
Federal grant - capital	38,644		38,644		38,644
State grant		47,958	47,958	48,536	(578)
Total Grants & Contracts	55,331	207,734	263,065	226,499	36,566
Service Contracts					
Riley County		63,461	63,461	84,100	(20,639)
City of Manhattan		53,510	53,510	54,882	(1,372)
Kansas State University		4,317	4,317	8,000	(3,683)
University Crossing		10,350	10,350	10,350	-
Other service contracts	20,220	2,890	23,110		23,110
Total Service Contracts	20,220	134,528	154,748	157,332	(2,584)
Other Income					
Interest income	208		208		208
Donations	835	125	960	4,000	(3,040)
Contributed facilities	1,920		1,920		1,920
Advertising income	200		200		200
Miscellaneous income	185	289	474		474
Total Other Income	3,348	414	3,762	4,000	(238)
<b>TOTAL REVENUES GAINS &amp; OTHER SUPPORT</b>	<b>78,899</b>	<b>402,478</b>	<b>481,377</b>	<b>456,831</b>	<b>24,546</b>
<b>EXPENSES</b>					
Wages and salaries	19,430	199,466	218,896	267,178	48,282
Telephone expense		1,060	1,060	1,500	440
Office expense	4,722		4,722		(4,722)
Advertising		6,174	6,174	6,000	(174)
Bus expenses:					
Fuel		68,499	68,499	88,000	19,501
Maintenance & Repairs		20,806	20,806	24,000	3,194
Insurance		18,494	18,494	17,000	(1,494)
Total Bus Expense	-	107,799	107,799	129,000	21,201
Insurance					
Errors and omissions	1,917		1,917		(1,917)
Workers comp		9,673	9,673		(9,673)
Total Insurance	1,917	9,673	11,590	-	(11,590)
Travel and meal expenses	302	313	615	1,770	1,155
Financial expenses	674	200	874		(874)
Taxes and government fees		1,273	1,273	2,500	1,227
Professional fees	7,670		7,670		(7,670)
Driver related fees		626	626	800	174
Membership fees	158		158		(158)
TMHC expense	1,404		1,404		(1,404)
Miscellaneous exp	34		34		(34)
Depreciation	676	75,462	76,138	32,903	(43,235)
<b>TOTAL EXPENSES</b>	<b>36,987</b>	<b>402,046</b>	<b>439,033</b>	<b>441,651</b>	<b>2,618</b>
<b>CHANGE IN NET ASSETS</b>	<b>\$ 41,912</b>	<b>\$ 432</b>	<b>\$ 42,344</b>		<b>1%</b>

**Flint Hills Area Transportation Agency, Inc.**  
**Schedule of Activities by Functional Classification (Budget to Actual):**  
**Demand Response - Regional Services**  
**For the Year Ending June 30, 2013**

	Administration	Inner City	Geary County	Pottawatomie County	Total Regional Demand Service	Budget	Favorable (Unfavorable) Variance
<b>REVENUES, GAINS &amp; OTHER SUPPORT</b>							
Rider Income	\$ -	\$ 24,162	\$ 15,659	\$ 148	\$ 39,969	\$ 22,000	\$ 17,969
Grants							
Federal 5311 grant		60,319	32,881	2,808	96,008	135,786	(39,778)
Federal project administration	13,906				13,906		13,906
State grant		18,096	9,865	842	28,803	28,095	708
Other grants					-		-
Total Grants & Contracts	13,906	78,415	42,746	3,650	138,717	163,881	(25,164)
Service Contracts							
Riley County		17,064			17,064	21,490	(4,426)
Geary County		21,490	30,594		52,084	52,084	-
Pottawatomie County				1,911	1,911	8,192	(6,281)
Kansas State University		1,056			1,056		1,056
Other service contracts		3,044	1,312		4,356		4,356
Total Service Contracts	-	42,654	31,906	1,911	76,471	81,766	(9,651)
Other Income							
Interest income	173				173		173
Donations		262	128	1	391		391
Contributed facilities	1,600				1,600		
Advertising income	72				72		72
Miscellaneous income	910				910		910
Total Other Income	2,755	262	128	1	3,146	-	1,546
<b>TOTAL REVENUES GAINS &amp; OTHER SUPPORT</b>	16,661	145,493	90,439	5,710	258,303	267,647	(15,300)
<b>EXPENSES</b>							
Wages and salaries	15,286	76,768	48,433	5,155	145,642	127,580	(18,062)
Telephone expense		439	218	29	686	893	207
Office expense	4,015				4,015		(4,015)
Advertising		3,533	2,984	142	6,659	2,665	(3,994)
Bus expenses:							
Fuel		44,859	19,320	4,020	68,199	57,233	(10,966)
Maintenance & Repairs		11,927	4,294	481	16,702	8,896	(7,806)
Insurance		7,578	3,385	334	11,297	10,917	(380)
Total Bus Expense	-	64,364	26,999	4,835	96,198	77,046	(19,152)
Insurance							
Errors and omissions	1,653				1,653		(1,653)
Workers comp		4,165	2,195	283	6,643		(6,643)
Total Insurance	1,653	4,165	2,195	283	8,296	-	(8,296)
Travel and meal expenses	470	478	78	10	1,036	273	(763)
Financial expenses	540	42	23	3	608		(608)
Taxes and government fees		491	175	4	670	508	(162)
Professional fees	5,018				5,018		(5,018)
Driver related fees		94	23	4	121	332	211
Membership fees	150				150		(150)
TMHC expense	68				68		(68)
Miscellaneous exp					-		-
Depreciation	564	26,986	12,623	769	40,942	21,506	(19,436)
<b>TOTAL EXPENSES</b>	27,764	177,360	93,751	11,234	310,109	230,803	(79,306)
<b>CHANGE IN NET ASSETS</b>	<u>\$ (11,103)</u>	<u>\$ (31,867)</u>	<u>\$ (3,312)</u>	<u>\$ (5,524)</u>	<u>\$ (51,806)</u>		-34%

**Flint Hills Area Transportation Agency, Inc.**  
**Schedule of Activities by Functional Classification (Budget to Actual):**  
**Fixed Route Services**  
**For the Year Ending June 30, 2013**

	Administration	Jardine	Safe Ride	City-Wide	Total Fixed Route Services	Budget	Favorable (Unfavorable) Variance
REVENUES, GAINS & OTHER SUPPORT							
Rider Income				\$ 14,386	\$ 14,386	\$ 27,064	\$ (12,678)
Grants							
Federal 5311 grant		25,973		195,275	221,248	314,988	(93,740)
Federal project administration	25,031				25,031	8,910	16,121
State grant				58,583	58,583	94,496	(35,913)
Other Grants		7,792		20,000	27,792	25,000	2,792
Total Grants & Contracts	25,031	33,765	-	273,858	332,654	443,394	(110,740)
Service Contracts							
Riley County				14,340	14,340	19,900	(5,560)
USD 383					-	5,000	(5,000)
Kansas State University	568	106,583		76,596	183,747	158,515	25,232
KSU Saferide			88,432		88,432	84,131	4,301
University Crossing					-	10,000	(10,000)
Other service contracts				493	493	12,500	(12,007)
Total Service Contracts	568	106,583	88,432	91,429	287,012	290,046	(3,034)
Other Income							
Interest income	311				311		311
Donations	655			1,954	2,609		2,609
Contributed facilities	2,880				2,880		2,880
Advertising income	208			120	328		328
Miscellaneous income	7			186	193		193
Total Other Income	4,061	-	-	2,260	6,321	-	6,321
TOTAL REVENUES GAINS & OTHER SUPPORT	29,660	140,348	88,432	381,933	640,373	760,504	(120,131)
EXPENSES							
Wages and salaries	26,855	56,955	43,148	206,220	333,178	353,147	19,969
Telephone expense		212	123	895	1,230	4,707	3,477
Office expense	6,463				6,463	214	(6,249)
Advertising		1,188	232	8,109	9,529	16,089	6,560
Bus expenses:							
Fuel		20,386	9,959	94,584	124,929	193,032	68,103
Maintenance & Repairs	23	5,450	2,981	22,988	31,442	70,743	39,301
Insurance		3,268	1,579	12,406	17,253	20,964	3,711
Total Bus Expense	23	29,104	14,519	129,978	173,624	284,739	111,115
Insurance							
Errors and omissions	2,708				2,708		(2,708)
Workers comp		2,071	1,187	8,771	12,029	2,006	(10,023)
Total Insurance	2,708	2,071	1,187	8,771	14,737	2,006	(12,731)
Travel and meal expenses			39	401	440	3,048	2,608
Financial expenses	934		12	123	1,069		(1,069)
Taxes and government fees		66	70	697	833	1,000	167
Professional fees	8,287				8,287		(8,287)
Driver related fees		22	15		37	1,000	963
Membership fees	118			366	484		(484)
TMHC expense	962				962	236	(726)
Miscellaneous exp	54				54		(54)
Depreciation	1,015	11,850	3,618	32,067	48,550		(48,550)
TOTAL EXPENSES	47,419	101,468	62,963	387,627	599,477	666,186	66,709
CHANGE IN NET ASSETS	\$ (17,759)	\$ 38,880	\$ 25,469	\$ (5,694)	\$ 40,896		10%

**Flint Hills Area Transportation Agency, Inc.**  
**Schedule of Activities by Functional Classification (Budget to Actual):**  
**Building Project**  
**For the Year Ending June 30, 2013 and Project to Date**

	12 Months Ended June 30, 2013	Building Project to Date	Project Budget	Favorable (Unfavorable) Variance
REVENUES, GAINS & OTHER SUPPORT				
Federal grant - capital	\$ 1,757,235	\$ 1,838,417	\$ 2,000,000	\$ (161,583)
Other Income				
Interest income	311	587		587
TOTAL REVENUES GAINS & OTHER SUPPORT	1,757,546	1,839,004	2,000,000	(160,996)
EXPENSES				
Office expense	120,454	120,815		(120,815)
Advertising	1,327	1,943		(1,943)
Insurance	2,083	2,083		
Financial expenses				-
Taxes and government fees				-
Professional fees				-
Engineering fees	40,543	118,362	155,000	36,638
Grants management fees	2,961	5,348		(5,348)
Miscellaneous exp		34		(34)
Capital outlay - Facility	1,583,545	1,583,545	1,668,000	84,455
Capital outlay - Equipment	79,741	79,741	177,000	97,259
Less expenses reclassified to Construction in Progress	(1,816,840)	(1,896,701)		
TOTAL EXPENSES	13,814	15,170	2,000,000	90,212
CHANGE IN NET ASSETS	\$ 1,743,732	\$ 1,823,834		